

Meeting Agenda



- Welcome & Introductions
- Summary of Placemaking Study
- DEIR Concepts
- Urban Interchange Concept Refinements Key Elements
- North/South Vehicular Connection
- On-Going Public Outreach
- Discussion/Questions/Answers



Meeting Agenda

ALSTON INTERCHANGE

- Welcome & Introductions
- Summary of Placemaking Study



Summary of Placemaking Study



I-90 ALLSTON INTERCHANGE PROJECT

PLACEMAKING STUDY

City of Boston

Task Force Meeting



June 27, 2016



I-90 Allston Interchange Placemaking Study

The Cecil Group | Stantec | Nelson\Nygaard

June 27, 2016

1



Meeting Agenda

ALLSTON INTERCHANGE

- Welcome & Introductions
- Summary of Placemaking Study
- DEIR Concepts



DEIR Concepts

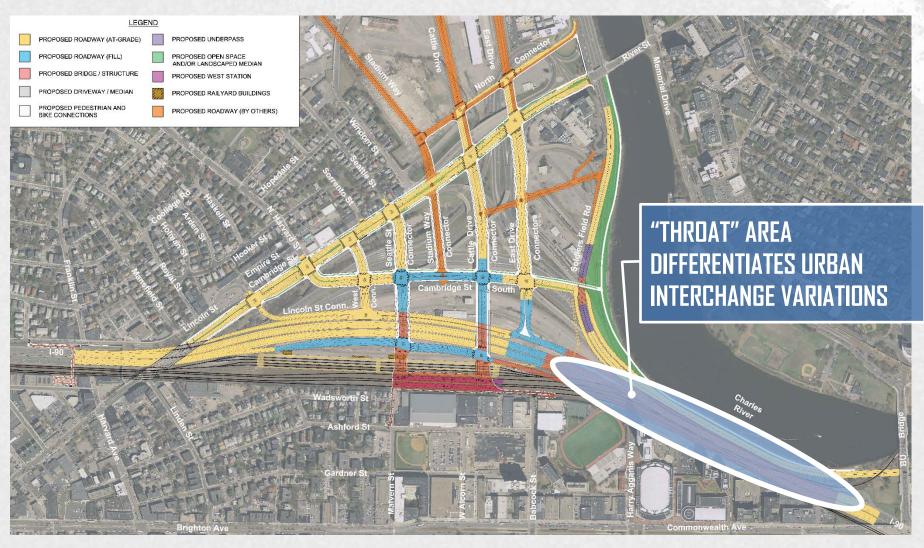


- Draft Environmental Impact Report (DEIR) to include three refined Urban Interchange Concept 3K variations
 - Highway Viaduct/Rail At-Grade
 - Rail Viaduct/Highway At-Grade (previously Amateur Planner)
 - Highway/Rail At-Grade (previously A Better City)
- Each variation to be engineered further by MassDOT
- Concept refinements are applicable to each variation since major differences occur in the "Throat" area



DEIR Concepts







DEIR Concepts - Highway Viaduct/Rail At-Grade

ALLSTON INTERCHANGE

- Replacement of I-90 Viaduct
- Widened PDW Path with Additional Open Space
- Flexibility for Future Rail Expansion and Maintenance
- Opportunity for Improved I-90 Shoulder Widths for Safety,
 Stormwater Management and Maintenance

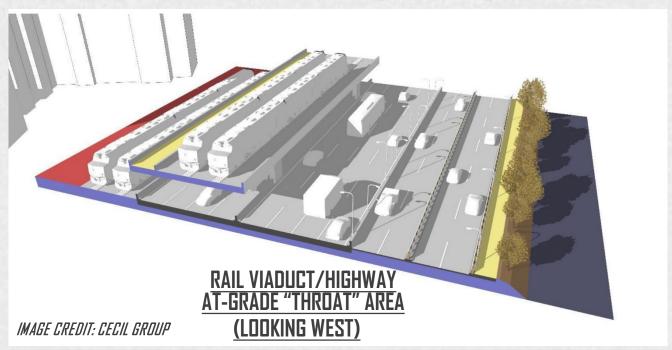




DEIR Concepts - Rail Viaduct/Highway At-Grade



- Removes I-90 Viaduct and replaced with At-Grade I-90
- Requires GJ over SFR Bridge Replacement/Adds GJ Flyover Bridge and Rail Viaduct Over I-90 with Pedestrian Path
- Requires Mainline Commuter Rail to be Depressed
- Increased Environmental Permitting Challenges

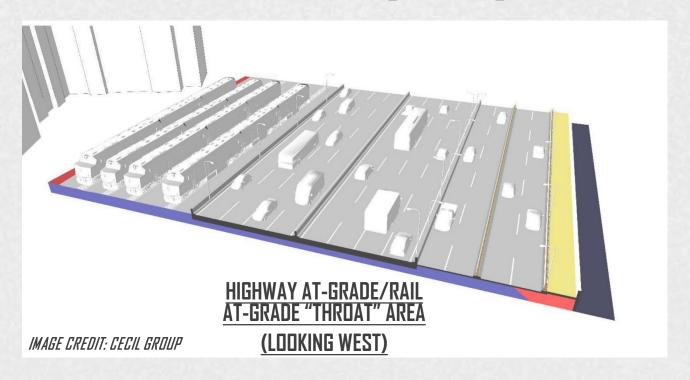




DEIR Concepts - Highway/Rail At-Grade



- Removes I-90 Viaduct and replaced with At-Grade I-90
- Requires GJ over SFR Bridge Replacement/Adds GJ Flyover Bridge over I-90 and GJ Retained Structure
- Increased Environmental Permitting Challenges





Meeting Agenda

ALLSTON INTERCHANGE

- Welcome & Introductions
- Summary of Placemaking Standards
- DEIR Concepts
- Concept Refinements Key Elements
 - Major Placemaking Standards



Major Placemaking Standards



Organizing the Placemaking Standards

- Charles River Edges and Connections
- Areas Along and Above the Highway and Rail Alignment
- Cambridge Street and Connections to the North
- Areas within the New District
- Area-Wide Standards
- Guidelines for Future Master Planning





I-90 Allston Interchange Placemaking Study

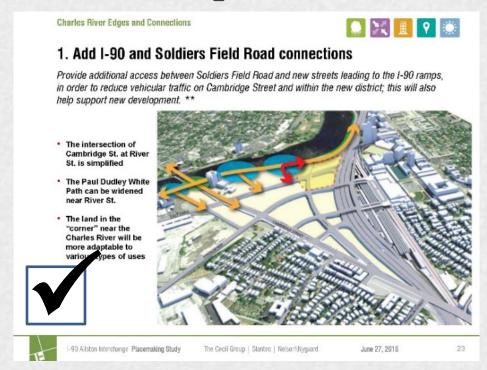
The Cecil Group | Stantec | Nelson\Nygaard

June 27, 2016

19



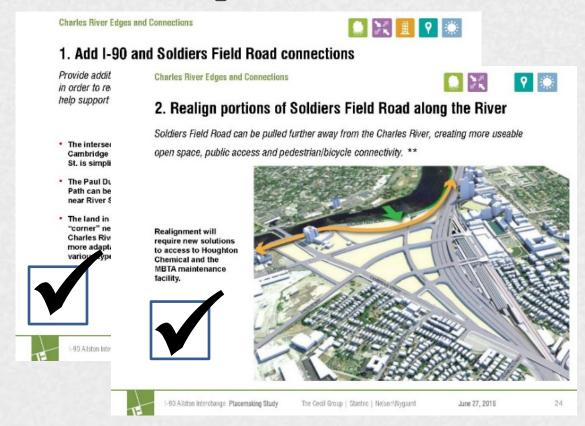
Charles River Edges and Connections







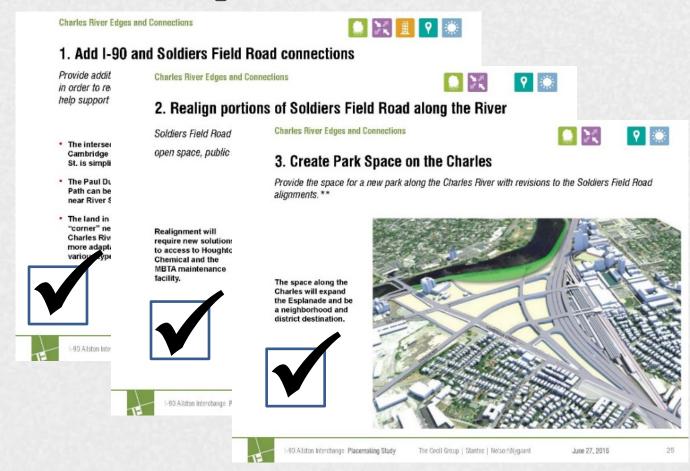
Charles River Edges and Connections







Charles River Edges and Connections







Charles River Edges and Connections

Charles River Edges and Connections ※ II ? ※ 1. Add I-90 and Soldiers Field Road connections Provide addit. Charles River Edges and Connections in order to rehelp support 2. Realign portions of Soldiers Field Road along the River Charles River Edges and Connections Soldiers Field Road . The intersec open space, public Cambridge 3. Create Park Space on the Charles St. is simpli The Paul Du Provide the space Charles River Edges and Connections Path can be alignments. ** near River S 4. Provide a primary, at-grade pedestrian and bicycle connection The land in "corner" ne Realignment will to the Charles River edge Charles Riv require new solutions more adapt to access to Houghto As part of the roadway interchange and intersection design along Soldiers Field Road, provide a Chemical and the connection to the open space along the River for pedestrians and bicyclists. ** MBTA maintenance facility. The space along th Charles will expand the Esplanade and Depressing a section of Soldiers Field Road will a neighborhood an district destination. create the opportunity for the continuation of at-grade pedestrian and bicycle links directly -90 Allston Inter park land. -90 Allston Interchange P 90 Allston Interchange 27 -90 Allston Interchange Placemaking Study The Cecil Group | Stantec | Nelson\Nygaard June 27, 2016



Areas Along and Above the Highway and Rail Alignment

June 27, 2016



The Cecil Group | Stantec | Nelson/Nygaard



-90 Allston Interchange Placemaking Study



Areas Along and Above the Highway and Rail Alignment







Areas Along and Above the Highway and Rail Alignment



Buses and shuttles

should not terminate

their routes at West

evaluating potential

the I-90 and rail alignment. The project should establish feasible ways to accomplish this north/south link by

Station, but should be

able to continue acros

Areas Along and Above the Highway and Rail Alignment







16. Provide added width to the connecting bridges to West Station

Provided added dimension (such as landscaped aprons) to the bridges that span above the highway and rail alignment to provide visual and landscape amenities to support a pleasant pedestrian and bicvcle environment.*



The Long Street Bridge in Columbus, Ohio is an awardwinning solution that widens a highway bridge to create a pedestrian-friendly, landscaped crossing







-90 Allston Interchange Placemaking Study



I-90 Allston Interchange Placemaking Study

The Cecil Group | Stantec | Nelson\Nygaard

June 27, 2016

32



The design of the project should

anticipate future. phased construction of

rall and highway

alignment that wi

West Station area

Cambridge Street

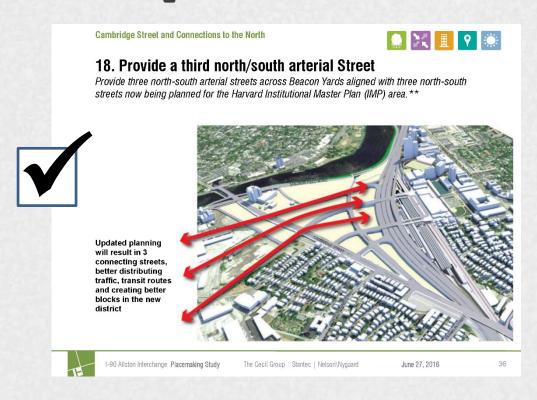
its bridge over I-90

-90 Allston Interchange Placemaking Stu

a new street above th



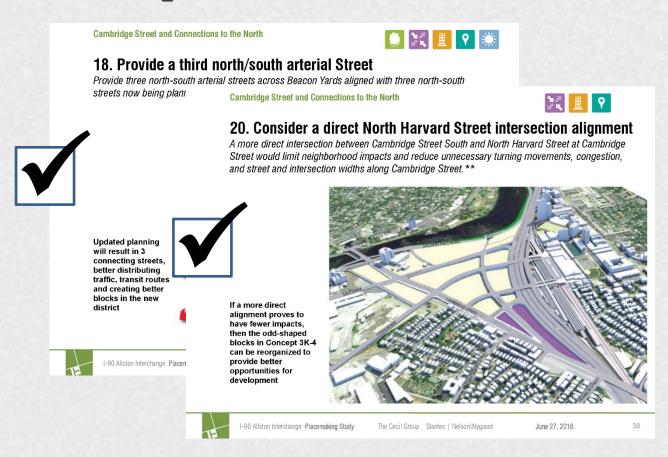
Cambridge Street and Connections to the North







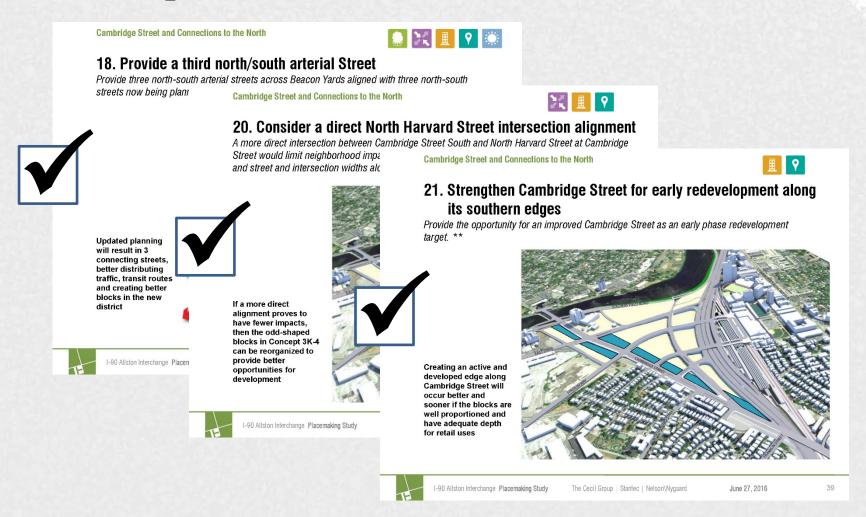
Cambridge Street and Connections to the North





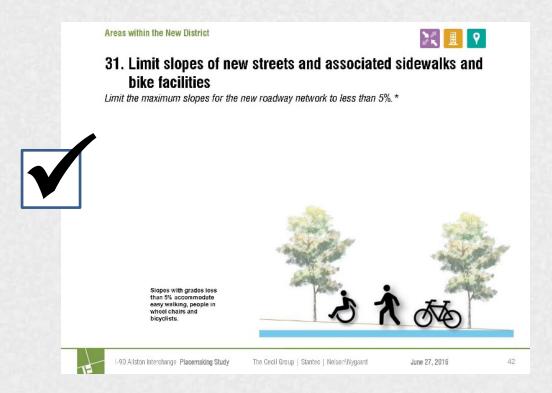


Cambridge Street and Connections to the North





Areas within the New District







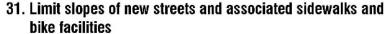
Areas within the New District

Areas within the New District









Limit the maximum slopes for the new roadway network to less than 5%.*

Areas within the New District













32. Organize streets to create blocks that can be flexibly and efficiently developed

Provide a street grid that defines blocks that are scaled consistently and provide continuity of block width and length. **



Slopes with grades in than 5% accommodate easy walking, people in wheel chairs and



-90 Aliston Interchange Placemaking

The placemaking standards for street alignment and connectivity will lead to better proportioned blocks that can be adapted to a wide variety of development and open space solutions.





-90 Allston Interchange Placemaking Study

The Cecil Group | Stantec | Nelson\Nygaard

June 27, 2016

43





Areas within the New District

Areas within the New District

31. Limit slopes of new streets and associated sidewalks and bike facilities Limit the maximum slopes for the new roadway network to less than 5%.* Areas within the New District 32. Organize streets to create blocks that can be flexibly and efficiently developed Provide a street grid that defines I Areas within the New District **∄** ♀ 🔅 block width and length. ** 37. Create a framework for adaptable and well sized blocks The street layout should allow block sizes and dimensions that can be adapted to a broad range of building and use types. ** **Building Typologies** Residential Commercial Slopes with grades re-Institutional than 5% accommodate easy walking, people in Transportation wheel chairs and 3-Family Residential Multi-unit Residential Mixed-use Residential Mid-rise Residential bicyclists. The placemaking standards for street alignment and connectivity will lead to -90 Aliston Interchange Placemaking better proportioned blocks that can be adapted to a wide variety of development and open space 1 Story Commercial (Small) 1 Story Commercial (Large) Mixed-use Commercial Mid-rise Commercial 200' W x 250'L 50,000 sq R feetpred solutions. -90 Allston Interchange Placemaking Study Institutional Academic (Small) Parking Garage 120' W x 240 L 28,800 sq.tt Footpaint Institutional Academic (Large) Institutional Dorm Institutional Athletic 44



The Cecil Group | Stantec | Nelson/Nygaard

June 27, 2016

-90 Allston Interchange Placemaking Study

Meeting Agenda

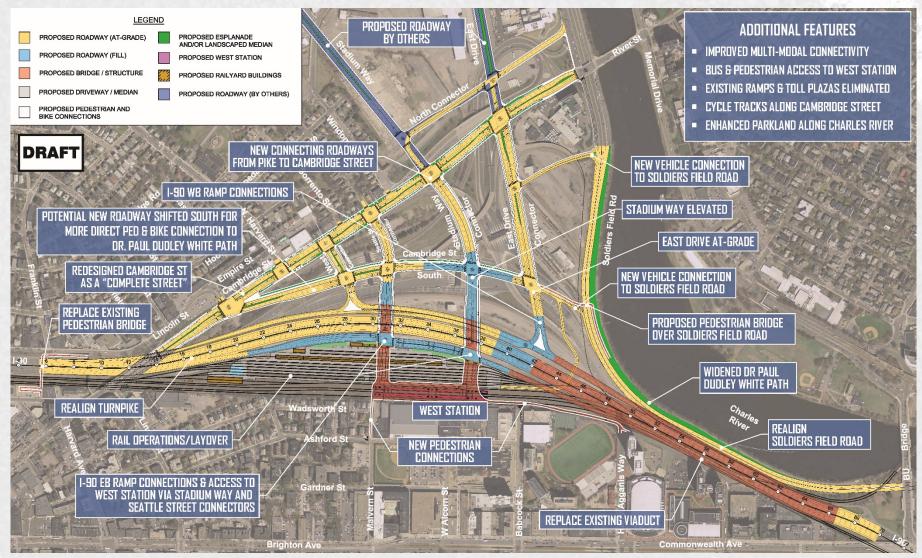


- Welcome & Introductions
- Summary of Placemaking Standards
- DEIR Concepts
- Urban Interchange Concept Refinements Key Elements
 - Major Placemaking Standards
 - Concept Refinements



Concept Refinements - Previous Concept 3K-4

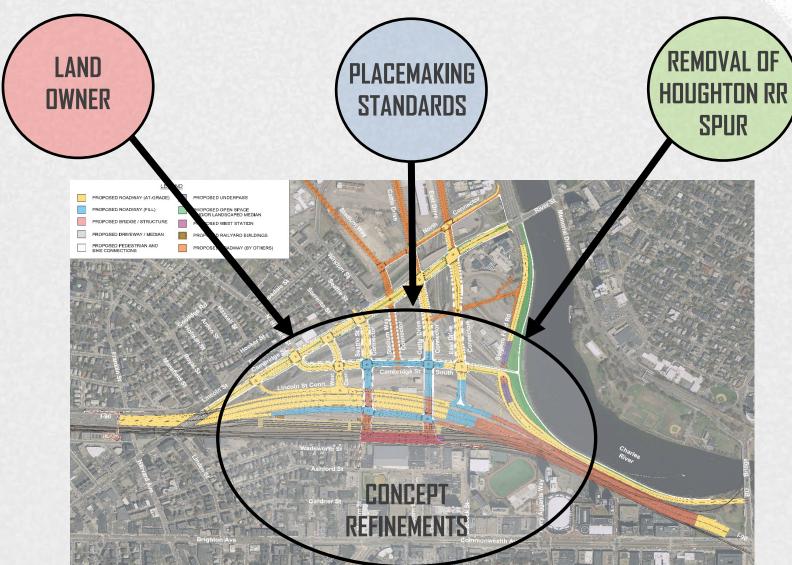






Concept Refinements - Contributing Factors





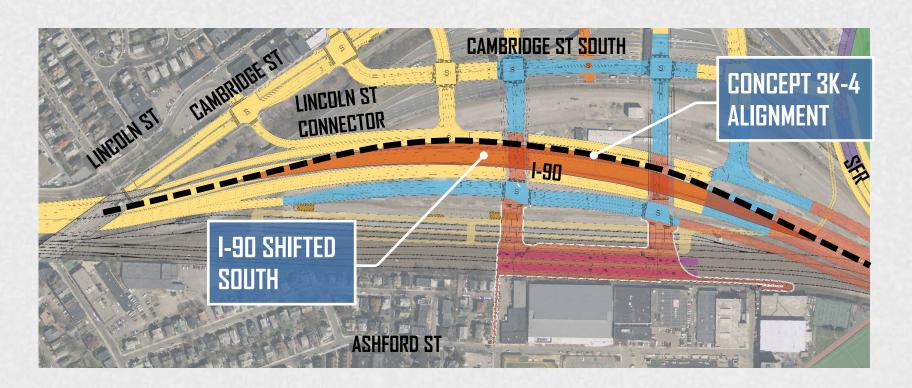


28

Concept Refinements – 1-90 Realignment



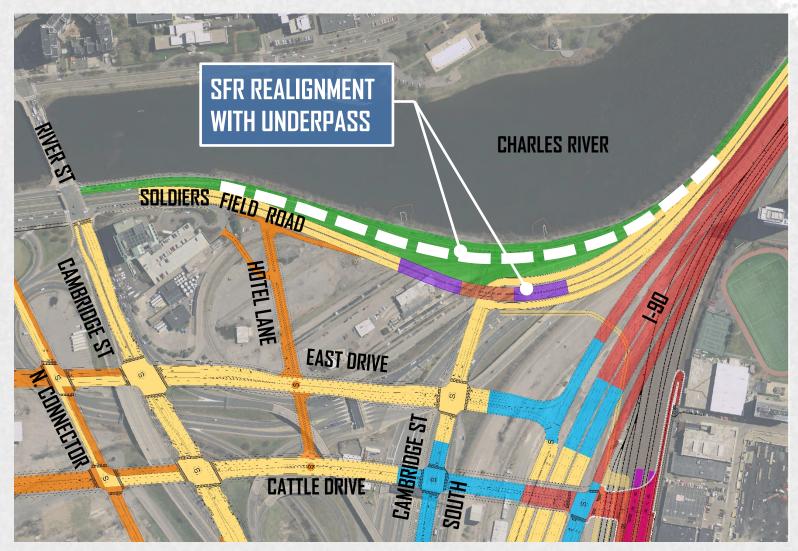
- Shifted 100 ft south
- Allows for adjusted Street Network
- Decreases slopes between Cambridge St and West Station





Concept Refinements - SFR Realignment

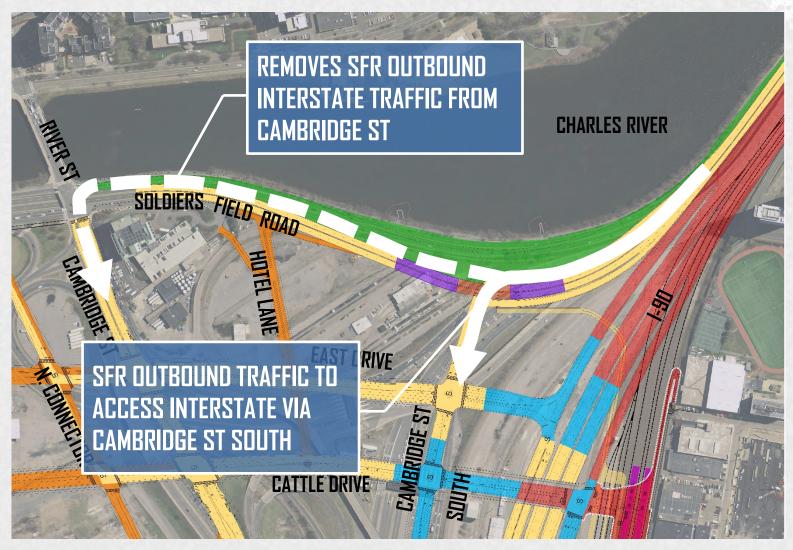






Concept Refinements - SFR Vehicular Access

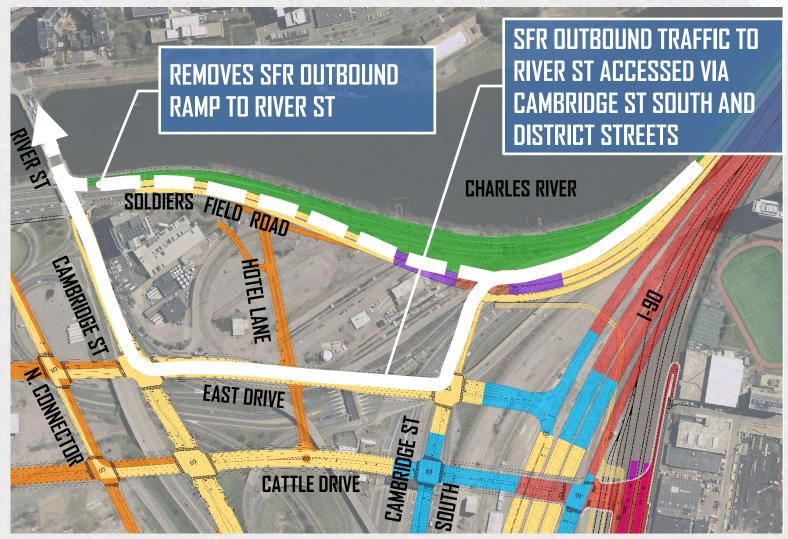






Concept Refinements - SFR Vehicular Access

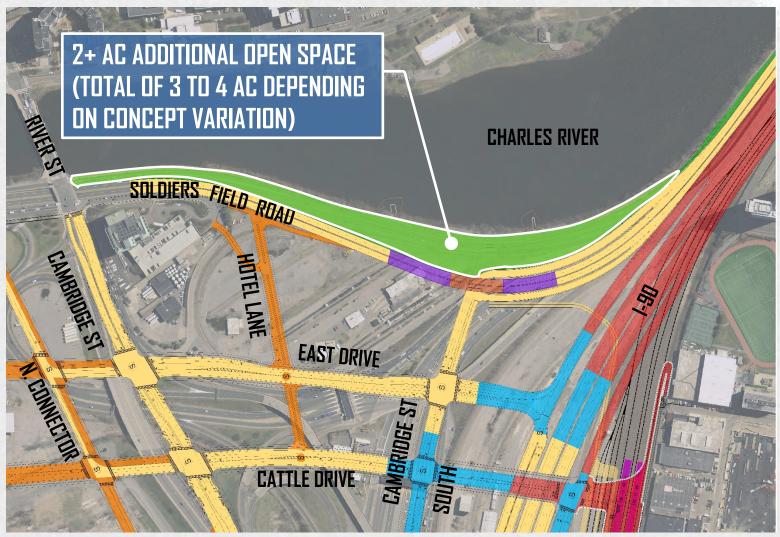






Concept Refinements - SFR Additional Open Space

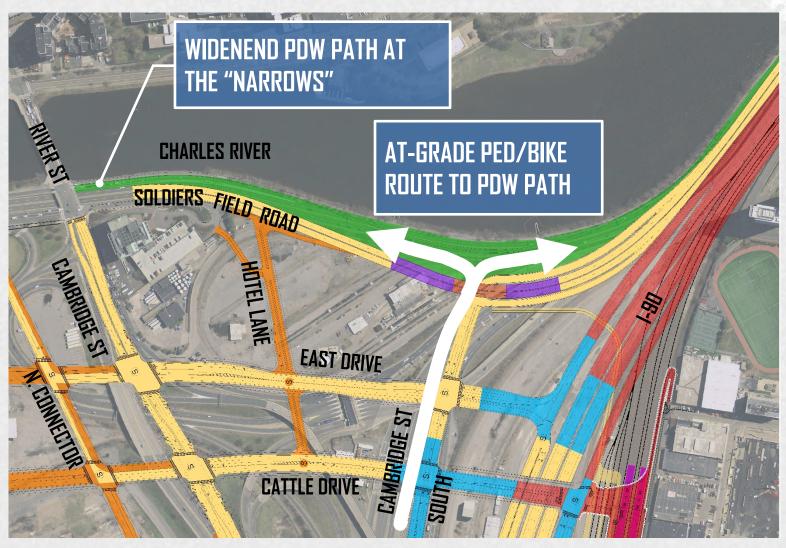






Concept Refinements - SFR At-Grade Ped/Bike

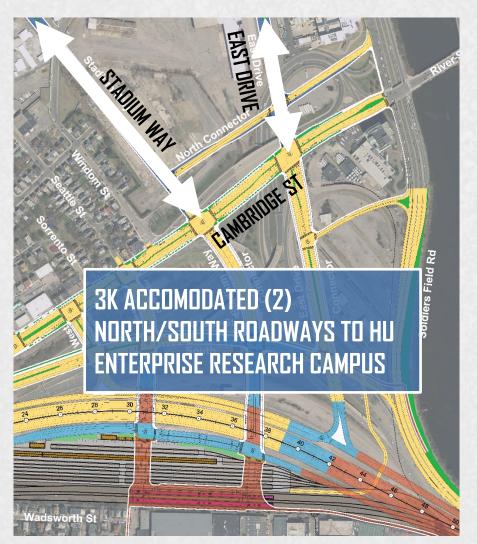


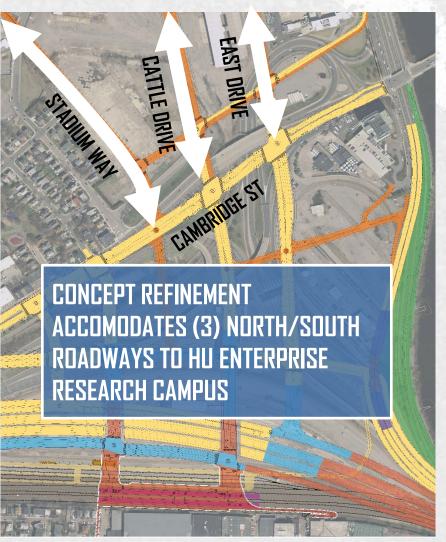




Concept Refinements - 3 North/South Streets







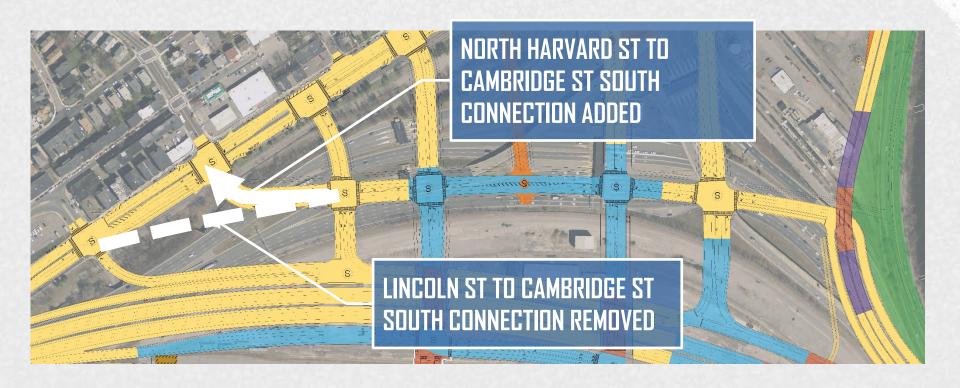
CONCEPT 3K-4

CONCEPT REFINEMENT



Concept Refinements - North Harvard St Connection







Concept Refinements – Cambridge St South Ped/Bike Facilities

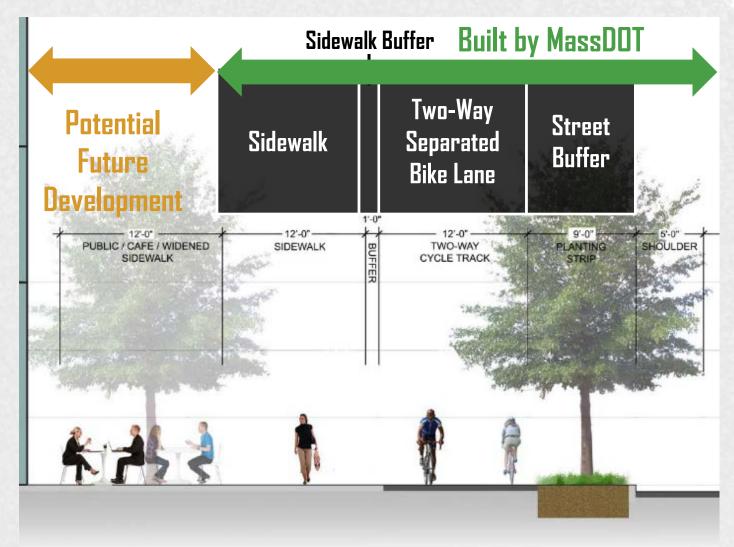






Concept Refinements - Cambridge St South Section







Concept Refinements - BPY Layover Revisions



- MassDOT is considering reduction of layover capacity from 14 trainsets in light of recommendations on concept refinement
- Reduction of layover capacity results in increased land development opportunities.
- Long term operating needs have to be considered



Concept Refinements - Yard Changes



- Eliminating light maintenance facilities
 - Covered pit track, wheel truing facility, and car wash (previously presented).
- Retains ability to perform housekeeping maintenance, operations support and running repairs
 - e. g., change out brake pads, sanding lights, deliver fuel by truck, service & clean-out cars between revenue runs.
- Smaller crew quarters
- Minimal materials storage on pallets/containers



Concept Refinements -Unchanged Railroad-Related Elements

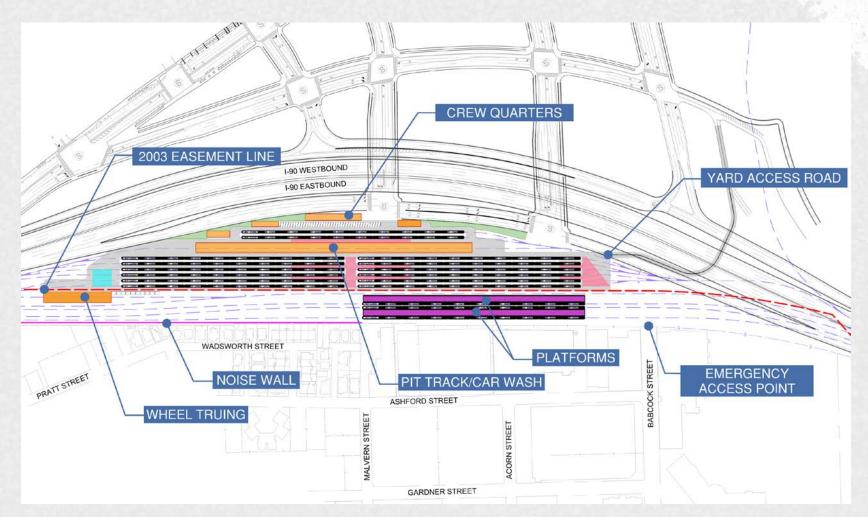


- West Station remains part of the master plan
- Grand Junction railroad (2 tracks) is not precluded
- Bike & pedestrian access across the station and yard provided
- Air rights development preserved above station and yard tracks
- Noise barrier to be built along Pratt St and Wadsworth St



Concept Refinements - Previous Rail Yard Design

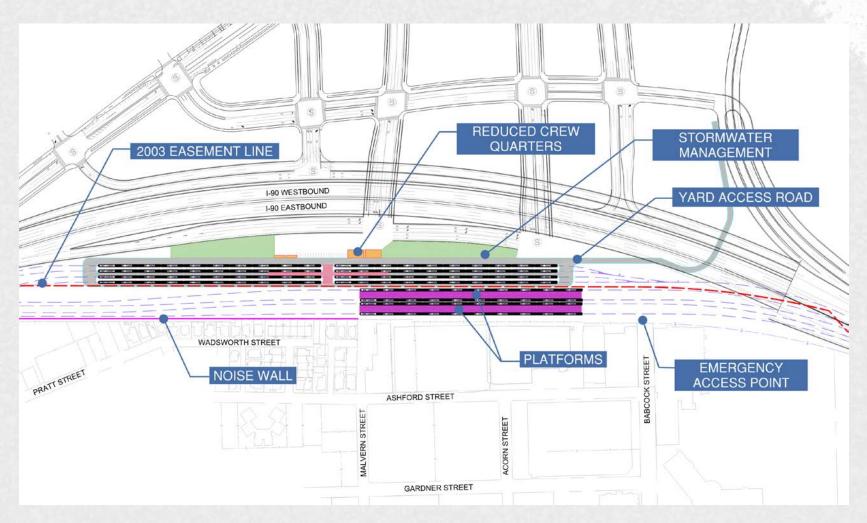






Concept Refinements - New Rail Yard Option







Summary of Concept Refinements







Meeting Agenda



- Welcome & Introductions
- Summary of Placemaking Standards
- DEIR Concepts
- Urban Interchange Concept Refinements Key Elements
 - Major Placemaking Standards
 - Concept Refinements
 - Franklin Street Pedestrian Bridge



Foot & Cycle Connections in the Context of Allston I-90



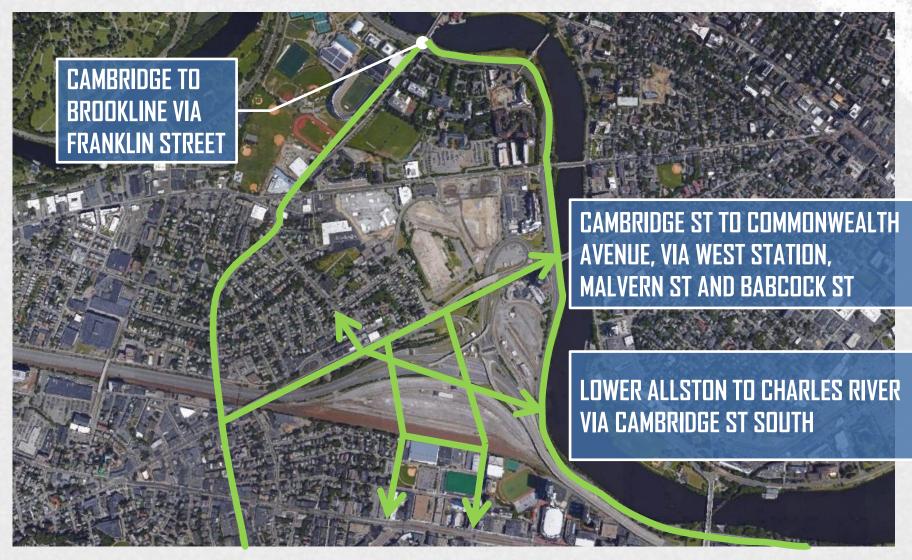
Goals:

- Address existing deficiencies:
 - ADA non-compliant
 - Difficult for cyclists
 - Pedestrian/bicycle/driver conflicts
- Strengthen neighborhood connections
 - Allston Village to Lower Allston
 - Pratt Street/Ashford Street/Malvern Street to Cambridge Street
 - All of Allston to the Charles River
- Provide attractive, context-sensitive structures that match and blend with their surroundings
- Open new bicycle and pedestrian connections to enhance mode choice



Unlocking New Connections for Cyclists and Pedestrians







Pedestrian and Bicycle Connection Locations

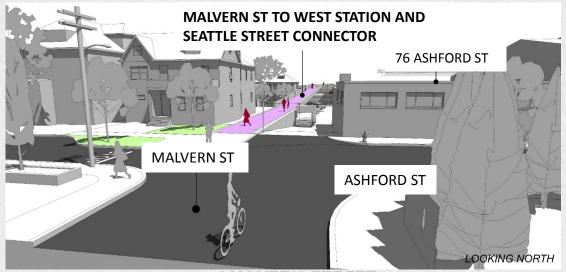




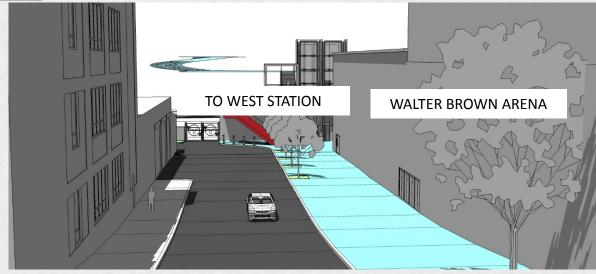


Malvern and Babcock Street Ped/Bike Connections





MALVERN STREET

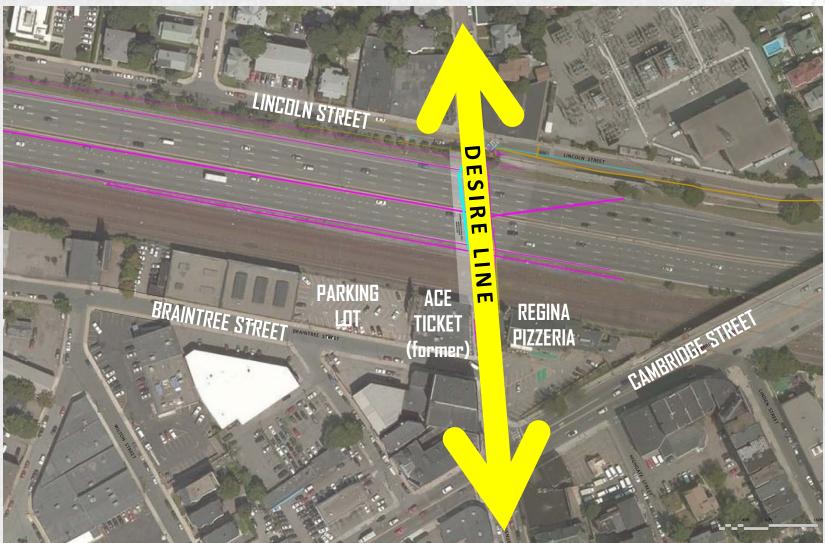




BABCOCK STREET

Franklin Street Bridge - Context

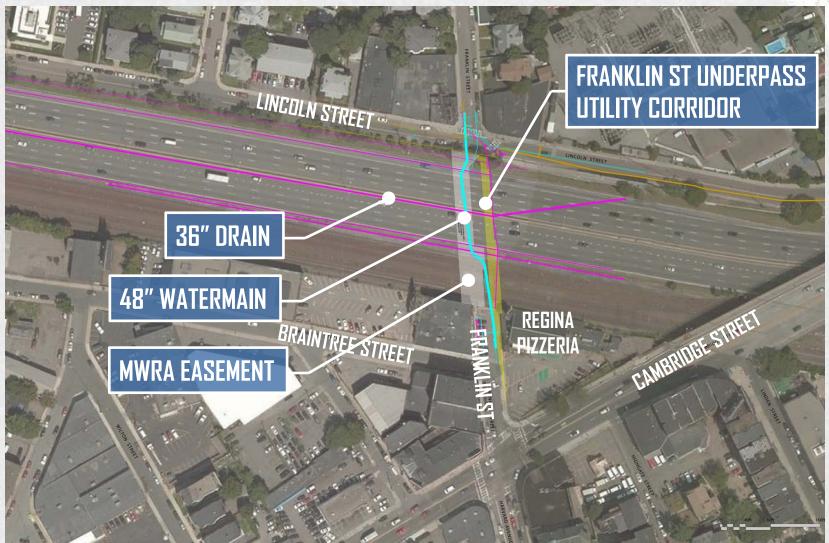






Franklin Street Bridge – Utilities

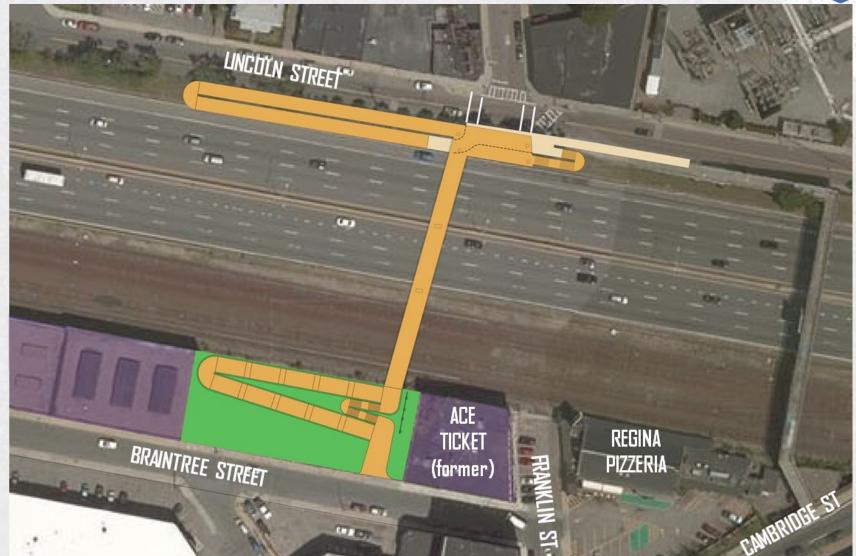






Franklin Street Bridge @ Overflow Parking Lot

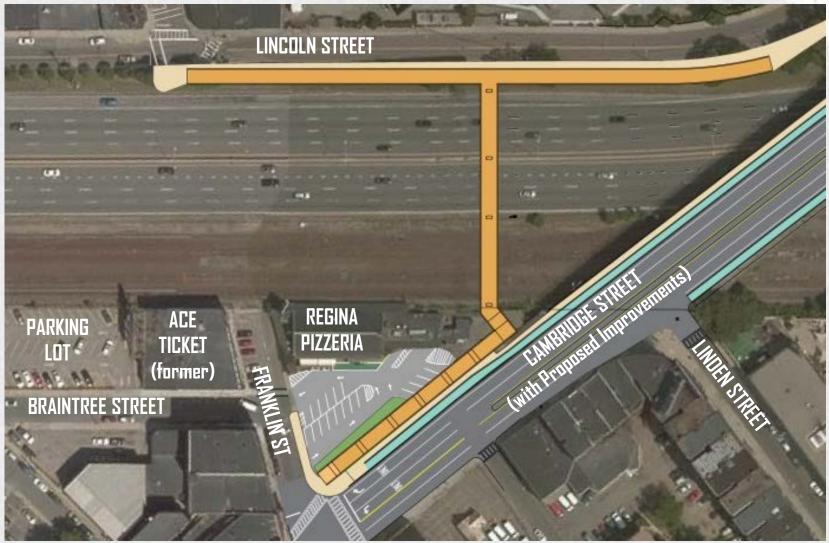






Franklin Street Bridge @ Regina's Pizza







Franklin Street Bridge @ Ace Ticket Building

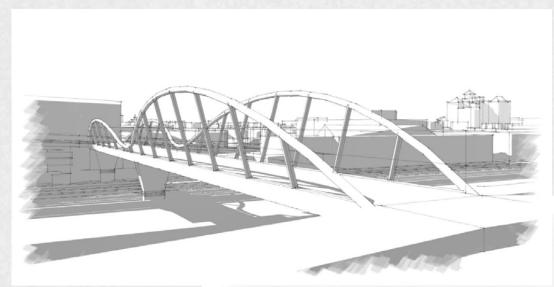






Franklin Street Bridge – Possible Bridge Types





Steel Arch





Cable Stay

Meeting Agenda

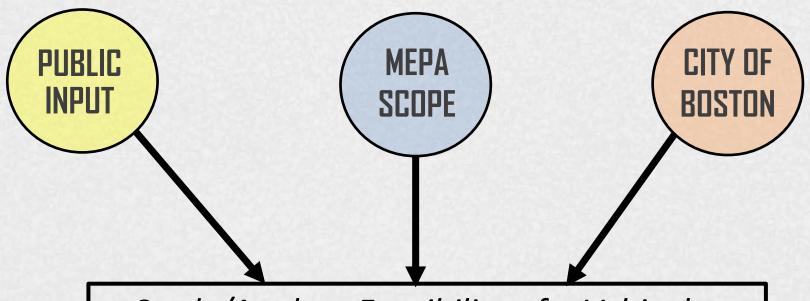


- Welcome & Introductions
- Summary of Placemaking Standards
- DEIR Concepts
- Urban Interchange Concept Refinements Key Elements
- North/South Vehicular Connection



North/South Vehicular Connection – Contributing Factors





Study/Analyze Feasibility of a Vehicular Connection to Commonwealth Avenue



North/South Vehicular Connection

ALLSTON INTERCHANGE

- Malvern Street
- Full two-way connection
- CTPS projected traffic volumes

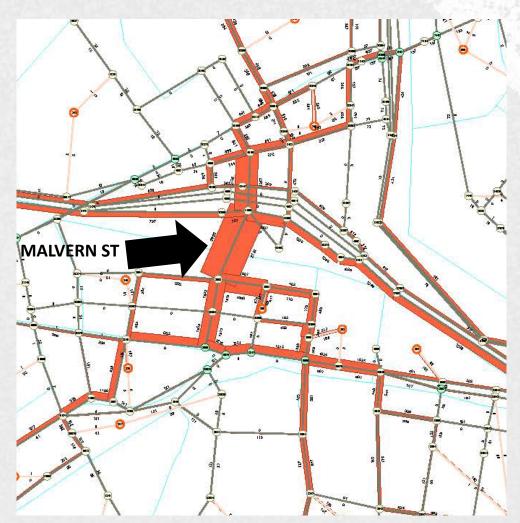




North/South Vehicular Connection -CTPS projected traffic volumes (year 2035)



- AM Peak: 1,640 vph
 - 955 Northbound
 - 685 Southbound
- PM Peak: 2,000 vph
 - 970 Northbound
 - 1,030 Southbound
- Daily: ~20,000+

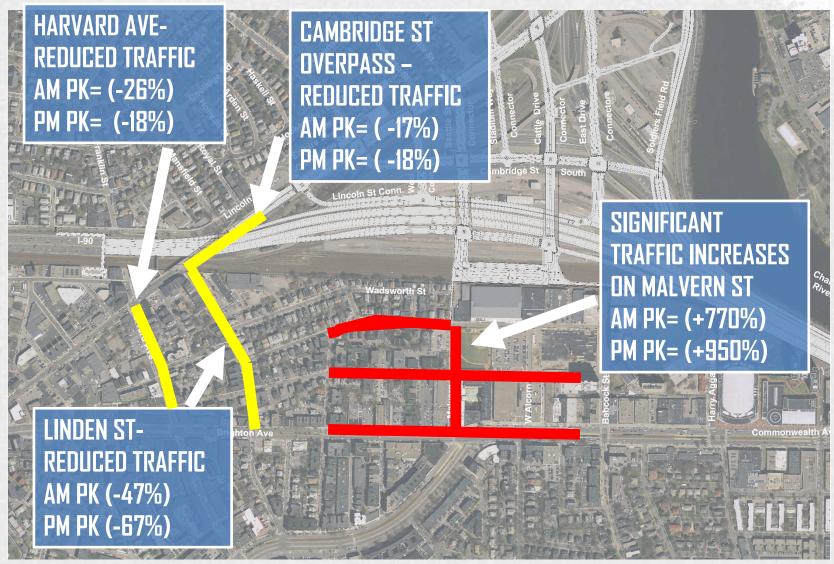


Source: CTPS select link analysis for Malvern St



North/South Vehicular Connection Peak Hour Volume Changes





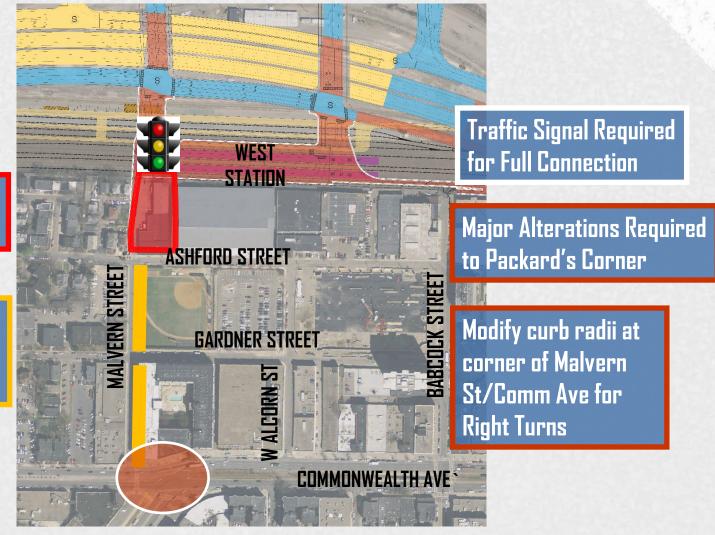


North/South Vehicular Connection Potential Impacts



Full Property Taking at 76 Ashford Street

Remove Parking on the Eastern Side of Malvern Street





North/South Vehicular Connection



Summary of Potential Impacts:

- Congestion at I-90 ramps
 - Heavy North-South flow conflict
- Packard's Corner Impact
- Increased Neighborhood Traffic
- BU West Campus Pedestrian Environment

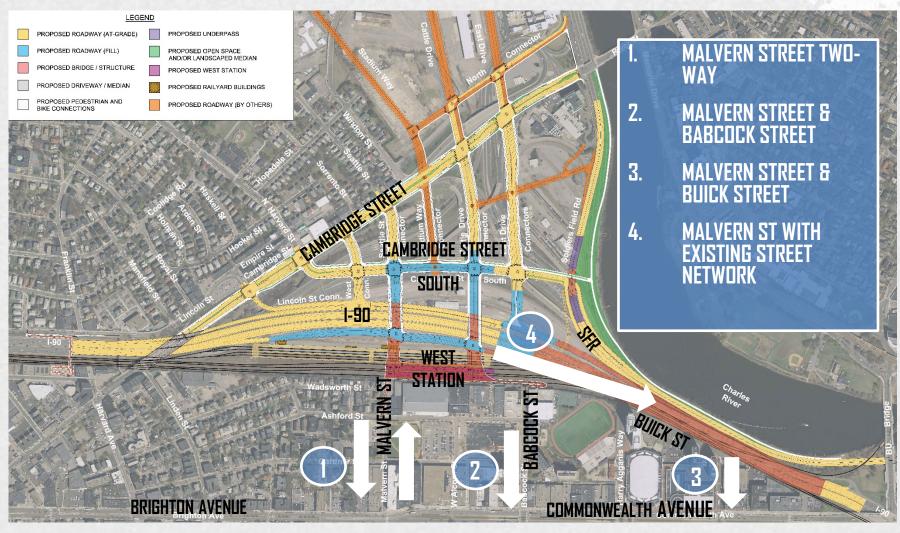


76 ASHFORD STREET (LOOKING NORTH)



North/South Transit-Only Connection Four Options

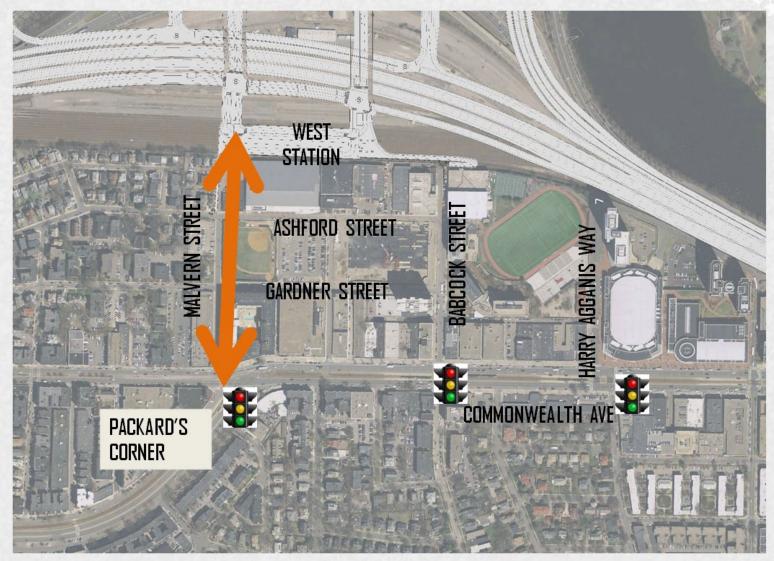






Option 1 Malvern Street two-way connector

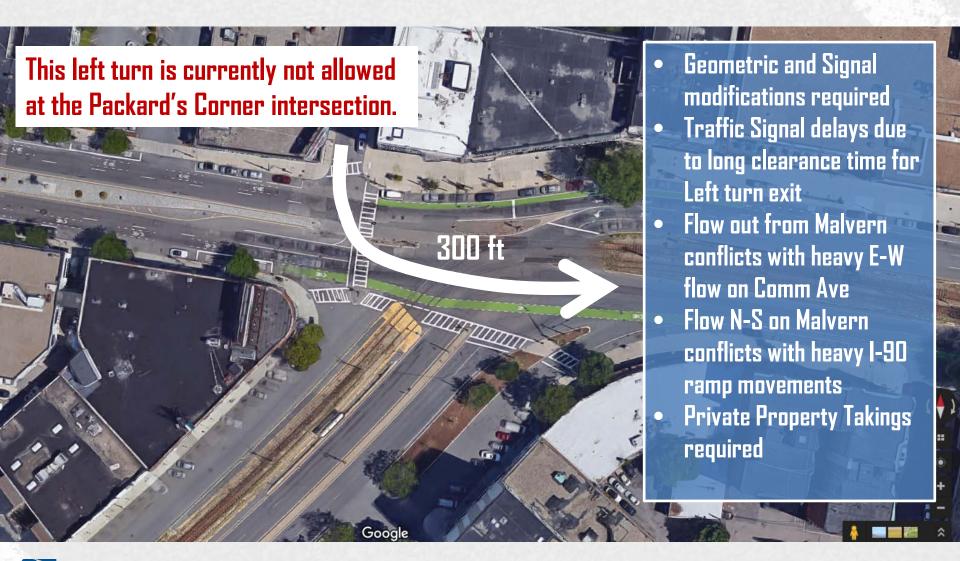






Option 1: Packard's Corner Signal Impact







Option 2 Malvern St & Babcock St







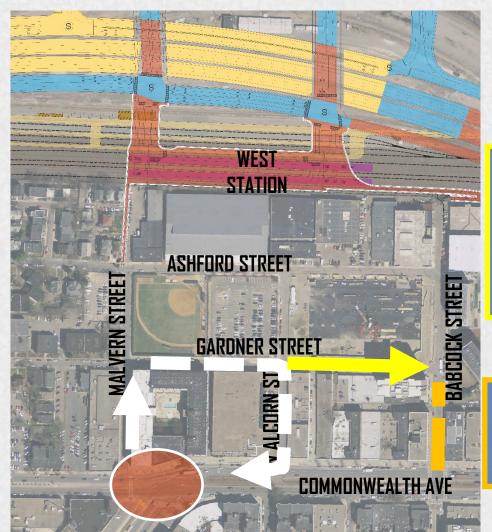
Option 2 Additional Impacts



Potential One-Way Malvern Street NB between Comm Ave and Gardner St.

Would then require Gardner St EB traffic to use W. Alcorn Street

Reduces impacts to Packard's Corner



Requires One-Way Gardner St EB and parking restrictions for Bus Turns to Babcock Street

Remove Parking on Babcock St to Introduce 2nd SB Lane



Option 3 Malvern St & Buick St







Option 3 Impacts Harry Agganis Way & Buick Street







69

Option 3 Impacts Harry Agganis Way & Buick Street







Option 4 Malvern St with Existing Street Network

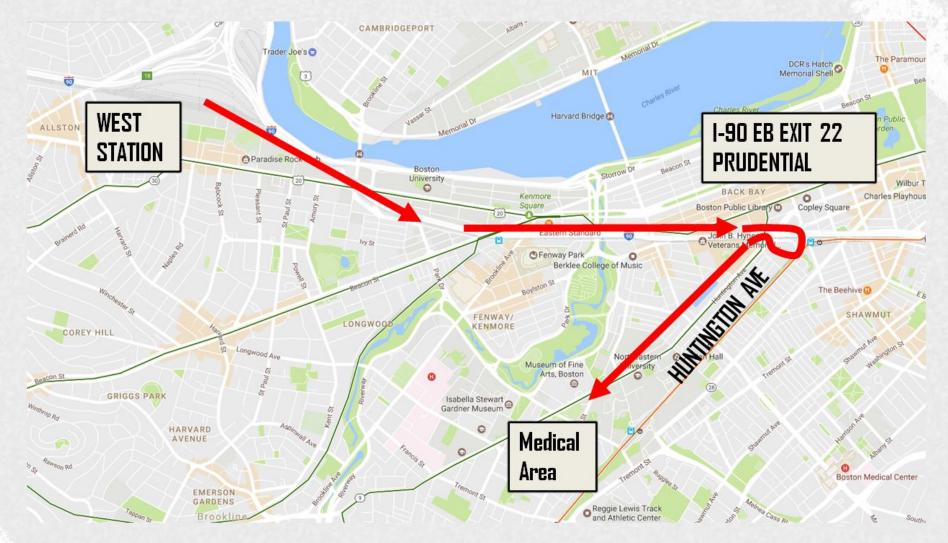






Option 4 Malvern St with Existing Street Network







Meeting Agenda



- Welcome & Introductions
- Summary of Placemaking Standards
- DEIR Concepts
- Urban Interchange Concept Refinements Key Elements
- North/South Vehicular Connection
- On-Going Public Outreach



On-Going Public Outreach



- Ongoing Task Force Meetings
 - 29 task force meetings to-date including 6 workshop style sessions
 - 5 BPDA-led Placemaking Sessions
- Periodic Public Meetings and Briefings on Request
 - 6 Public Meetings including MEPA Scoping
- Next Steps
 - Draft Environmental Impact Report (DEIR) to include three refined
 Urban Interchange Concept 3K variations
 - Highway Viaduct/Rail At-Grade
 - Rail Viaduct/Highway At-Grade
 - Highway/Rail At-Grade
 - Advance Preferred Alternative to Preliminary Design



Preliminary Project Timeline



	2016				2017				2018				2019			2020			2021				2022			2023			2024							
	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	f	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Concept Development																											N. C. C. Selling									
Task Force Group				1, 4			cox occo																													
Environmental/ Permit Filings																																				
Preliminary Design				V																																
Procurement			W	E	A	ζE		ĺ																												
Anticipated Construction				 E																																



Meeting Agenda



- Welcome & Introductions
- Summary of Placemaking Standards
- Overview of 3 DEIR Concepts
- Urban Interchange Concept Refinements Key Elements
- North/South Vehicular Connection
- On-Going Public Outreach
- Discussion/Questions/Answers



Question & Comments



Patricia Leavenworth, PE, MassDOT, Chief Engineer

10 Park Plaza, Boston, MA 02116

Attn: Bridge Project Management - Project File No: 606475

Nathaniel Curtis, Howard Stein Hudson, Public Involvement (617) 482 – 7080 ext. 236 ncabral-curtis@hshassoc.com





